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SOURCE

Oesterreichesche Zeitschrift füer Elektrizitaetswirtschaft, Vol III, No 6, 1950.

THE ELECTRIFICATION OF THE AUSTRIAN FEDERAL RATIRCADS

The following information is taken from a report of the Austrian National Committee given at the Fourth World Power Conference in London in 1949, and entitled "The Sources and Development of Austria's Supply of Energy." The report was compiled by O. Ruiss and O. Vas and was reprinted in condensed form in Oester-reichische Beitschrift fuer Elektribitaetswirtschaft, Vol III, No E, Vienna, August 1956.

The progress of electrification of the standard-gauge lines may be seen in Tables 1 and 2; these show the lengths of the electrified stretches in operation, the haulage, and the specific and annual consumption of power by the rail-road network of the Austrian Federal Railroads.

Table 1. Electrified Stretches of the Austrian Federal Railroads

Year	Length (km)	Remar: s
1922	222	Year before the completion of the first stretch built under the first large-scale electrification plan
1930	841	Year of completion of the first large-scale electrification plan
1937	918	Last business year of the old Austrian Federal Railroads
1945	976	First business year of the present Austrian Fed-cral Railroads
1948	976	In operation
1949	121	Under construction (of this, the Attnang - Linz stretch is already in operation)

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Table 2. Haulage and Power Consumption of the Austrian Federal Railroads

Year	Haulage per Km of Railroad Section E D N (mil.ion gross tons)	Power Consumption (100 kw-hr)	Power Consumption per Km of Railroad Section E	Specific Power Consumption E D (kw-hr/103 (kg Btkm) NK/103	
1929*	2.43 2.50 2.54	113.7	143 428	58.9 148	
1933**	2.53 1.90 2.00	126.6	158 266	56.5 140	
1937	3.22 2.43 2.55	170.7	166 292	57.2 116	
1946	3.44 1.34 1.58	179.7	134 248	53.5 187	
1947	4.25 1.66 2.08	211.9	217 265	51.1 160	
1948	5.21 2.40 2.85	251.1	257 313	49.1 131	

^{*} Year of heaviest traffic before the depression

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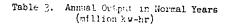
^{**} Year of lightest traffic during the depression

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The railroad electric network (Bakaverbundnetz) is supplied by five railroad-owned hydroelectric power plants with a total output of 96 meravatts and two independent hydroelectric power plants producing 19 megawatts railroad current in railroad-owned generators. From the railroad "Verbund" network (combined power supply system), the Austrian Federal Railroads obtain almost all their requirement of electric power. Two additional railroad-owned hydroelectric power plants now under construction will raise the attainable peak production by 53.7 megawatts.

Table 3 gives a survey of the output of the plants in production and under construction as follows:



	Summer Output	Winter Output	Annual Output	Of This, Rescryoir Energy	Of This, Runoff Energy	Winter Out- put in Dry Years
In opera- tion	204	150	<i>3</i> 30	111.4	213.6	110,0
Under lon- struction	109	li j	15 :	20.5	137.5	42.0

All the power plants generating railroad current, with the exception of the Stevi, power plant, are interconnected by 55- or 110-kilovolt transmission lines with a total length of 6% kilometers. The 14 transformer substations which feed the railroad lines directly are attached to these connecting lines and contain altogether 44 main transformers with a continuous load output of about 150,000 kilovolt-amperes.

The coal consumption of the Austrian Federal Railroads in selected years and the coal saved through electrification of the Federal Railroads (coal which would be necessary if the electrified stretches were still trafficked by steam-driven trains) are as follows:

Table 4.

Year	Youl lonsumption of the Austrian Federal Radia road (1,000 tons)	(K, normal coal) saved through electrification (1,000 tons)	
1929*	0,162	286	
1933**	1,700	336	
1937	1,413	347	
1946	1,007	626	
	1, 5 i		
1948	1,6/d	769	
1946 1947 1948	1,351	626 664 769	

- * Year of heaviest traffic before the depression
- ** Year of lightest traffic during the depression

- E N D -

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